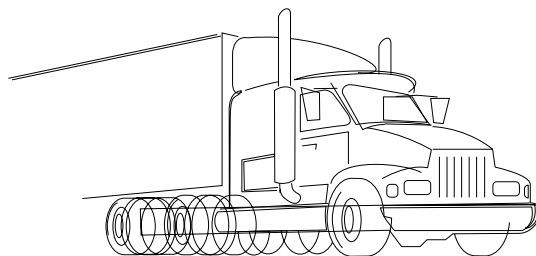


## Carl Moyer Clean Engine Incentive Program

### Issue

California's 1998-99 budget contains \$25 million to improve the state's air quality by replacing or rebuilding heavy-duty diesel engines that emit high levels of nitrogen oxide (NO<sub>x</sub>) with new clean-technology engines. Some engines powered by other fuels may also qualify. The incentive program is named for the late Dr. Carl Moyer, in recognition of his work in air quality and his efforts to bring about this program.

The Carl Moyer Program is administered by the California Environmental Protection Agency's Air Resources Board (ARB). Funds are distributed through local air districts. Incentives, in the form of grants for private companies or public agencies operating heavy-duty engines in California, will cover an incremental portion of the cost of cleaner on-road, off-road, marine and locomotive engines. About 525,000 heavy-duty diesel trucks are driven throughout the state, with another 680,000 diesel-fueled engines used in construction and agriculture. Together, diesel engines contribute about 40% of all NO<sub>x</sub> emissions from mobile sources. NO<sub>x</sub> is one of the main contributors to ground-level ozone, one of the most health-damaging components of smog.



### What equipment qualifies?

Generally, on-road heavy-duty engines qualifying for the Moyer Program are those powering vehicles (trucks and buses) over 14,000 pounds gross vehicle weight. Qualifying off-road equipment includes construction and farm equipment such as combines, cranes, graders, and tractors; marine vessels and locomotives; stationary agricultural equipment; forklifts; and airport ground support equipment.

Moyer Program grants offset the incremental cost of purchasing cleaner engines. For example, a company may be able to buy a new truck for \$100,000 which meets the state's minimum emission standards, or buy a lower-emission truck for \$125,000. The offsetting cost (\$25,000) is available through the Moyer Program in order to buy the lower-emission truck. This framework is used to determine grants for off-road and other equipment; and for retrofitting or repowering existing engines.

### Background

Diesel engines are getting cleaner with the use of cleaner fuels and new technology. New engine emission standards and agreements with industry that will be phased in from 2001 through 2010 will result in still lower diesel emissions. The Moyer Program, by encouraging emission reductions beyond those required by law, regulation, or other agreements, accelerates progress to reduce air emissions and helps the state meet federally-mandated clean-air deadlines.

### Other benefits

Cleaner diesel engines and alternative fuel engines are available now, either for new equipment and engines or through repowering or retrofitting older engines. Cleaner diesel and alternative fuel technology will likely be the dominant choice for complying with future emission standards. For businesses considering

the Moyer Program, cleaner engines can, in some cases, mean improved fuel economy and reduced fuel costs. Participation also signals to the local community a commitment to environmental improvement. The Moyer Program will be particularly beneficial to companies needing to reduce diesel emissions at trucking yards or shipping terminals in heavily populated areas.

## Summary

The Moyer Program is an incentive-based program which taps into available new environmental technologies to help the state advance clean air goals.

Through this program, California can implement incentive-based reductions in diesel engine emissions that are called for in the State Implementation Plan (SIP), the state's "roadmap" for meeting federal clean-air mandates. The Moyer Program provides the added benefit of bringing California cleaner air sooner than otherwise called for by law or regulation and helps the state's air districts reach clean-air goals in time to meet federal deadlines.

Together with other incentive-based measures, the Moyer Program has the potential to reduce NOx emissions, and can do so cost effectively for between \$5,000 and \$12,000 per ton. By comparison, controls on stationary sources cost between \$10,000 - \$20,000 per ton.

The \$25 million budgeted for the Moyer Program is available in the form of grants through local air districts over the next two fiscal years. However, since distribution of funds will begin in 1999 on a "first-come, first-served" basis in some districts, it is recommended that those interested in the program contact their local air district immediately. Success with reducing air pollutants through this program could lead to additional grant funds in the future.

## For more information

For more information about the Moyer Program, or to find out which air district represents a particular city or community, please contact the ARB toll-free at (800) END-SMOG/(800)363-7664 (California only) or (800) 242-4450. The ARB's Internet site ([www.arb.ca.gov](http://www.arb.ca.gov)) also contains Moyer Program information.

You may obtain this document in an **alternative format** by contacting the ARB's ADA Coordinator at (916) 322-4505 (voice), (916) 324-9531 (TDD, Sacramento area), or (800) 700-8326 (TDD, outside Sacramento).

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*Dr. Carl Moyer (1937-97) spent his life seeking practical solutions to environmental and air quality problems, particularly through the development of clean-air technologies. Moyer was sought after by government agencies, industry and environmental groups as a consultant on low-emission technologies, alternative fuels, emissions controls, and many other clean air technologies. He was known for his ability to draw disparate groups into agreement on air quality issues and championed incentive programs as a way to make clean-air gains.*